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The First State Bank

COLUMBUS, MISSISSIPPI

The Bank That Says "Thank You."

GERMAN CREWS DESTROY FLEET

(Continued from page one.)

Great Fleet Quickly Sunk.
LONDON, June 23.—Although reports have stated six Germans were killed and ten wounded when the boats of the German fleet at Scapa Flow were fired upon subsequent to the scuttling of the German fleet, the Daily Mail says others may have been drowned and that some may possibly have reached the Orkeny Islands and have not as yet been reported.

The main force of the British fleet was absent exercising at sea when the German ships were sunk, only some drifters, small warships and patrolling aircraft being on guard over the interned enemy squadron.

Admiral von Reuter, commander of the surrendered German fleet, says he issued an order to sink the ships, the Daily Mail adds, and did so because at the beginning of the war the German Emperor directed that no Ger-

man warship should fall into the enemy's hands. He says he believed, from newspaper reports, that the armistice had been ended.

Admiral von Reuter visited Germany some weeks ago, it being understood at the time the reason for his trip there was he was ill, but he soon returned, and it is believed that at that time he circulated the order to sink the German ships by evading the censorship or making signals to the various vessels, an act which the close proximity of the German ships made quite easy.

Denies Crews Changed.

The Mail quotes the admiralty as denying that the German crews were periodically changed and saying that the original crews remained on board the vessels. There were from 150 to 200 men on the big ships and from 10 to 20 on board the destroyers. Therefore, there were nearly five thousand in the water or in the ships' bows when the fleet was sunk. Fourteen were landed by the British on Sunday at Nigg, Rosshire. They were placed in hutments and are being held under military guard.

From the behavior of the ships, ac-

ording to the Mail, it was evident the sea valves had been opened and in a surprisingly short time the vessels, big and small, began to settle down. Every effort was made by the British naval craft to beach the sinking ships, and in the case of destroyers considerable success was achieved. At 1 o'clock in the afternoon, however, what an hour before had been a steadily fleet riding calmly at anchor, was an array of reeling, rocking battle-ships, the doom of which was written in their movements.

Plunged to Death.

Here a destroyer would disappear amid a cloud of steam, and there a battleship would take her last plunge and disappear in a cloud of spray. One would settle down at the stern and another would heel over until only the keel showed above the water. The Derfflinger, Hindenburg, VonDer Tann, Moltke and Seydlitz settled down beside each other, the last named turning turtle as she filled with water. Her keel is still showing where she capsized. The waters of Scapa Flow were dotted with small boats full of men who had with dramatic suddenness settled the question of the disposition of the interned ships.

The first boat load was towed alongside the H. M. S. Victorious by a drifter, a German officer in the boat ordered his men to cheer. They responded with three vigorous "Hochs."

Craft of every description followed fast to the side of the war ship each towing boat loads of Germans who were taken on board the Victorious, the decks of which soon became crowded with men and huddles.

A German officer who came aboard wore a sword and seemed to wish to make an impressive ceremony by handing it over to an officer who had been in command of a division of interned destroyers.

Carried Out Orders.

"We are not Bolsheviks," he said. "Peace was signed today. We had our orders and have carried them out."

The Germans were not aware that the armistice had been extended until Monday and there was an almost continuous heel-clicking and saluting as the officers of various ships greeted each other on coming aboard. That the Germans were ready for the event was apparent from the amount and variety of the gear they had with them, some seamen staggering under the weight of bundles bigger than themselves, the salvage representing every thing from banjos to pet dogs. Both the officers and men seemed very anxious that none of their ships should be saved.

One officer who wore the iron cross, pointed to the sinking ships and said: "See how the German navy goes down with its flags flying."

Such, however, was not the case, as British sailors had boarded most of the German ships and had hauled down the flags before the vessels went under.

Water Isn't Deep.

The prospect of salvaging a few ships is fairly hopeful, the Mail says. None has gone down in really deep water. The beaching of the sinking ships proved a difficult and at times a dangerous matter. One destroyer sank as it was being towed ashore, British sailors on board having scarcely time to jump clear before the craft went down. About twenty destroyers out of fifty that were interned were beached during the day. The German crews which were taken to the Victorious were later transferred to the other warships.

"What was a crowded anchorage this morning," wired a Mail correspondent, late Saturday, "is a desolate expanse of water tonight, with here and there the masts of a sunken German ship marking the final resting place of a once-proud and mighty high seas fleet."

One of the Mail's correspondents who watched the sinking ships from the air station at Houton, which overlooks the anchorage, writes:

"The battleships as a rule gradually submerged until their decks were almost awash. Then they turned turtle and went quickly out of sight, there being a slight boiling of the sea at intervals for several hours and a bluish scum on the water caused by the release of oil. These were all that marked the spot where the ships had gone down. Light cruisers sank by the sterns or bows and sometimes a hundred feet of the hull of one of these ships projected into the air like huge whales leaping from the water.

Tow-Line Parts.

"When the last sinking battleship disappeared, a drifter and a trawler were at work alongside and a destroyer was standing by, evidently making an attempt to tow the battleships into shallow water. A long splash between the destroyers and the ship showed that the tow-line had parted. The battleships canted violently, the drifter moved off and before a photographer beside the writer was able to change a plate in his camera, not a single vestige of the ship remained.

"A number of German sailors came

to the pier at Houton this afternoon but were not permitted to land, being directed to the flagship. Strong patrols were landed from the fleet and took positions along the beach, presumably to deal with any German swimmers who come ashore."

A Thurso dispatch to the Mail says the moment the German flagship ran up the red flag, twenty or thirty British destroyers and trawlers were patrolling in and out of the German lines. A rush of Germans to the boats followed the signal but the capacity of the boats was limited, as their number was cut down some time ago. All the Germans wore life belts and those unable to enter the boats leaped into the sea without hesitation.

In the meantime guard ships and several destroyers opened fire on the boats and the Germans leaped overboard. Then the destroyers, patrol boats and pinnaces dashed in all directions picking up the Germans from the water.

"It is common knowledge," the dispatch says that the behavior of the crews of the German ships has been growing progressively worse. The first few weeks after the armistice men from the German ships were allowed to land on the Island, but very soon farmers complained of the loss of sheep. Leave for the Germans were thereupon stopped, only one boat being allowed to each squadron."

PICKENS COUNTY.

(Continued from page three.)

and we understand that they are meeting with success on every hand. Speakers have been engaged for the day and the American Legion will be organized at its time, instead of June 28th, as first advertised. One of the largest crowds ever assembled in the county is expected on this day and it is the duty of every one to contribute liberally to the fund so that the hungry may be fed.

Rev. and Mrs. R. L. Dill, accompanied by their two children, have returned from a pleasant stay with relatives at Stafford and Columbus. Mr. Dill leaves today for a trip to Columbus, O., and will be absent from the city the next two weeks.

Mr. T. T. Gore, of Birmingham, arrived Sunday for a stay with his brother, Mr. M. F. Gore, and they are enjoying the time on the banks of the creeks about Carrollton fishing.

Mr. T. J. Duncan expects to leave Tuesday for Hot Springs, where he will spend the next two or three weeks. Mr. Duncan has not been in the best of health recently and goes to this popular resort in the hope that he will return to his friends much improved.

Mrs. George F. Stringer, who has been in declining health for some time, was carried to Tuscaloosa Saturday, where she will spend some time in the hope that the change will be beneficial. Her many friends sincerely hope for a complete restoration of her health.

Mrs. T. J. Walden and daughter, Miss Katherine Walden, of Reform, are spending a month with relatives in Gulfport, Miss.

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When acid-distressed, relieve the indigestion with

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Dissolve easily on tongue—as pleasant to take as candy. Keep your stomach sweet, try Ki-moids

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A FAMILY MEDICINE

In Her Mother's Home, Says This Georgia Lady, Regarding Black-Draught. Relief From Headache, Malaria, Chills, Etc.

Ringgold, Ga.—Mrs. Chas. Gaston, of this place, writes: "I am a user of Thedford's Black-Draught; in fact, it was one of our family medicines. Also in my mother's home, when I was a child. When any of us children complained of headache, usually caused by constipation, she gave us a dose of Black-Draught, which would rectify the trouble. Often in the Spring, we would have malaria and chills, or troubles of this kind, we would take Black-Draught pretty regular until the liver acted well, and we would soon be up and around again. We would not be without it, for it certainly has saved us lots of doctor bills. Just a dose of Black-Draught when not so well saves a lot of days in bed."

Thedford's Black-Draught has been in use for many years in the treatment of stomach, liver and bowel troubles, and the popularity which it now enjoys is proof of its merit.

If your liver is not doing its duty, you will suffer from such disagreeable symptoms as headache, biliousness, constipation, indigestion, etc., and unless something is done, serious trouble may result.

Thedford's Black-Draught has been found a valuable remedy for these troubles. It is purely vegetable, and acts in a prompt and natural way, regulating the liver to its proper functions and cleansing the bowels of impurities. Try it. Insist on Thedford's. The original and genuine. **27c**

Immediate service on creams. Trip-pett's, phone 147.

COMMERCIAL'S COTTON REPORT

(Continued from page one.)

Georgia and East Central Texas. The June rainfall has been too frequent, and in localities very heavy, interfering with cultivation, but conditions for cultivating and for growth more favorable than during last half of May.

Labor—Labor scarce except at very high wages, and usually inefficient.

Cultivation—Cultivation has been neither timely nor thorough. Chopping delayed too long, resulting in broken stands. Most farmers feel satisfied, for the time being, to get their crops out of the grass.

Appearance of the Plant—Plant is small, but recovering rapidly from brittle and sappy condition caused by too much moisture and lack of sunshine. Complaints of poor tap roots. Squares and blooms in many sections. Reports indicate crop from one to four weeks late, averaging about 10 days late.

Insects—Boll weevil has appeared in great numbers in Georgia as far north as Macon, in Alabama as far north as Talladega, in Southern Louisiana and in Southern Texas, but has caused little damage so far. Grave apprehension is felt. The plant is remarkably free from lice. Red spider has appeared in the Carolinas, army worm and cutworms in Texas and Oklahoma. A few complaints of root lice and root rot have come from some localities. Up to this time damage from insects about negligible except to stands by cutworms. Local damage in Texas from hail and heavy rains.

Condition by states as of June 20, 1919, with conditions as of May 20, 1919, and condition at corresponding date in 1918 for comparison, all estimates compiled by The Commercial Appeal:

State.	June 20, 1919.	May 20, 1919.	Last Year.
Alabama	71	77	84
Arkansas	64	74	89
Georgia	74	78	80
Louisiana	68	74	87
Mississippi	66	76	90
North Carolina	81	82	85
Oklahoma	67	73	90
South Carolina	81	75	80
Tennessee	66	71	97
Texas	75	78	85
All others	86	84	..
Average U. S.	73.2	76.8	84.9

Government Figures.

The following figures indicate the condition of the cotton crop as reported by the U. S. Department of Agriculture, as of May 25, 1919, June 25, 1918, and the June 25 high and low condition for 10 years, and 10-year average condition as of June 25:

State.	June 25, 1919.	June 25, 1918.	High 10-yr.	Low 10-yr.	Average 10-yr.
Alabama	84	93	64	79	82
Arkansas	91	91	67	82	82
Georgia	80	94	69	79	82
Louisiana	87	89	62	79	82
Mississippi	90	90	61	79	82
N. Carolina	91	91	67	79	82
Oklahoma	90	90	71	83	82
S. Carolina	83	84	71	77	82
Tennessee	94	94	70	83	82
Texas	84	89	72	82	82
All others
Avg U. S.	85.8	88.2	70.3	80.3	80.3

The highest end-June condition reported by the government within 10 years was 82.2 per cent of a normal in 1911, in which year the average yield of lint per acre for the United States was 216 pounds.

The lowest end-June condition reported by the government within 10 years was 70.3 per cent in 1917, in which year the average yield of lint per acre for the United States was 160 pounds.

In eight out of the 10 years the condition figure reported by the Department of Agriculture indicated improvement between May 25 and June 25. In 1909 the condition during that period fell from 81.1 per cent to 74.6 per cent of a normal, and in 1910 it fell from 82.0 per cent to 80.7 per cent of a normal.

ITCH!

Hunt's Salve, formerly called Hunt's Ointment, is especially compounded for the treatment of Itch, Eczema, Ring worm, and Tetter, and is sold by the drug-gist on the strict guarantee that the purchase price, 75c, will be promptly refunded to any dissatisfied customer. Try Hunt's Salve at our risk. For sale locally by

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For indigestion, Constipation or Biliousness

Just try one 50-cent bottle of LAX-FOS WITH PEPSIN. A Liquid Digestive Laxative pleasant to take. Made and recommended to the public by Paria Medicine Co., manufacturers of Laxative Bromo Quinine and Grove's Tasteless Chilli Tonic.

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In every test of road-roughing to which tires can be put, Goodrich Tires have unfolded an endurance, an ability to take punishment, which has run into phenomenal mileage.

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Therefore, Goodrich announces to present and future owners of its pneumatic tires—an adjustment basis of 6,000 miles for SAFETY TREADS, and 8,000 miles for SILVERTOWN CORDS, instead of the 3,500 and 5,000 miles respectively, heretofore in force.

Remember that a Goodrich adjustment is a fair one. Goodrich knows the mileage is in its tires, and more; and to make you realize you lose money in being without Goodrich Tires, the new Goodrich adjustment is proclaimed broadcast.

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